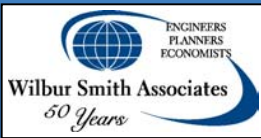
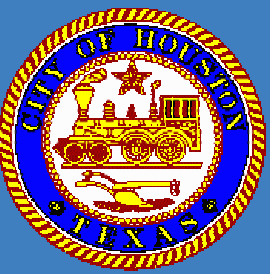


Inner Katy Transit-Oriented Development Study

Public Meeting
March 21, 2002



in professional association with
Fregonese Calthorpe Associates
TIP Development Strategies, Inc.
LKC Consulting Services, Inc.
Webb Architects

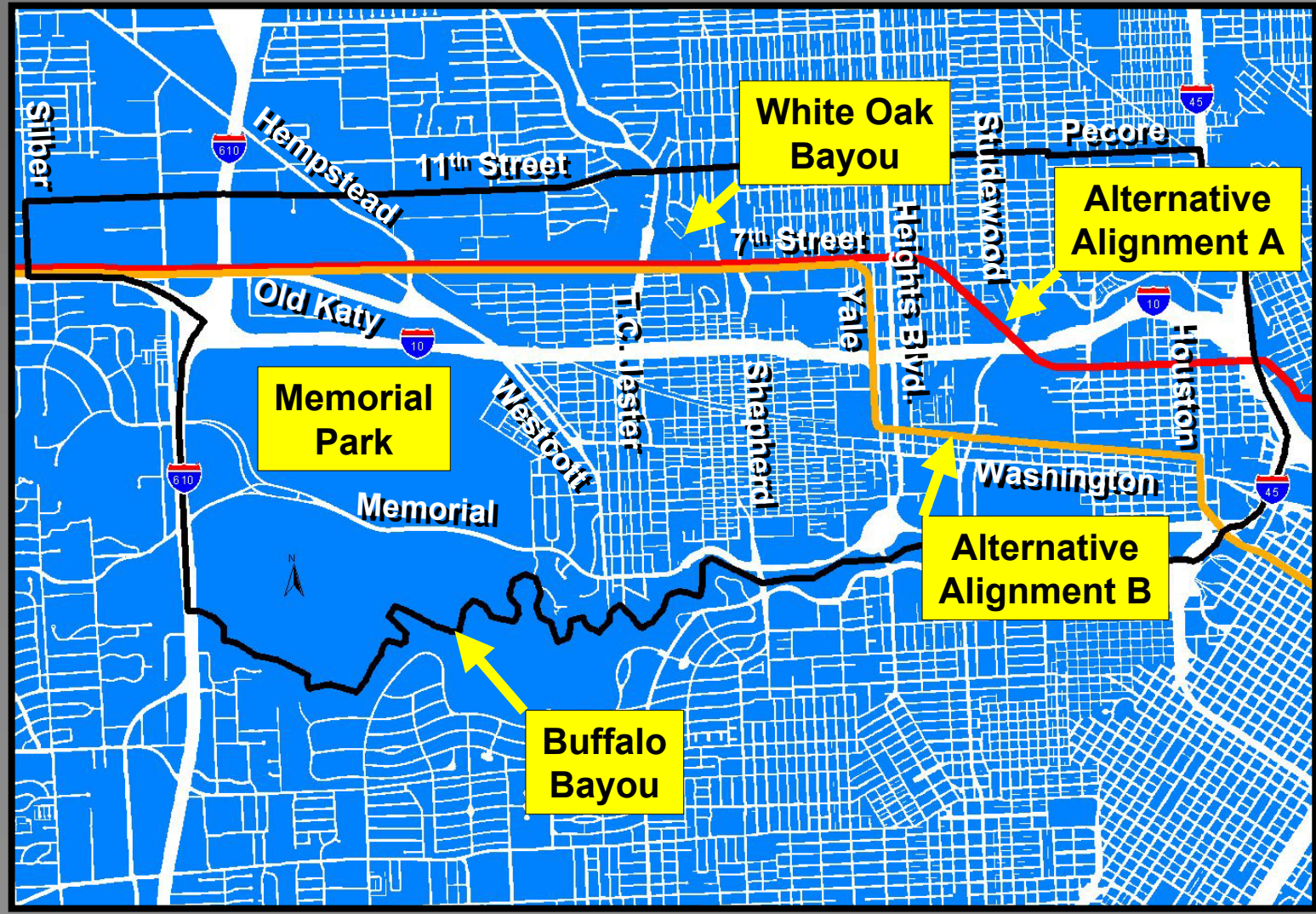
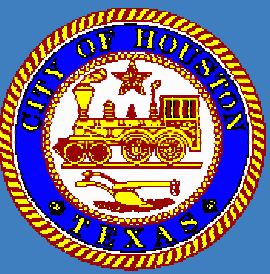


Purpose of this Public Meeting

- Explain the purpose and desired outcome of the study
- Encourage stakeholder participation early in the study process
- Invite ideas, suggestions, concerns, alternatives and solutions
- Ensure the outcome reflects community values and a consensus
- Provide an opportunity for questions and answers about the study and its process
- Formulate a vision of the area



Study Area



What is Transit-Oriented Development (TOD)?

- Its purpose is to reduce single occupant vehicle (SOV) use by increasing opportunities for other modes (walking, bicycling, car/vanpooling, light rail, bus, etc.)
- Elements include:
 - ❑ Concentration of residents and employees
 - ❑ Moderate to high density development
 - ❑ Compatible, mixed uses (integrative)
 - ❑ Pedestrian-oriented and connected
 - ❑ Proximity of development to transit
 - ❑ New investment and reinvestment
 - ❑ Heightened identity
 - ❑ Enhanced public safety



What is Light Rail?

“A form of transport that allows you to travel about town smoothly, comfortably, quietly, looks great, doesn't create noxious fumes, reaches right into city center pedestrian areas, doesn't need parking, is economical to use, runs so frequently you don't need a timetable, and generally makes city life more civilized...”

- *Light Rail Transit Association*



What are the Benefits of TOD?

- Improved mobility and environmental conditions (air quality)
- More efficient pattern of use
- Less reliance on single-occupant vehicles
- Increased stock of affordable housing
- Social benefits - accessibility, “community”, etc.



TOD Illustrations



Study Purpose

- Gauge feasibility and means to introduce high-capacity transit
- Shape development/redevelopment outcomes to maximize economic benefit, spur new investment and enhance the residential/business setting
- Serve as a “first step” toward more detailed feasibility/environmental studies
- Achieve community consensus on a practical development scenario



Step 1: Existing Conditions

- Data collection activities
- Key person/agency interviews
- Document physical, environmental and economic conditions (socioeconomic characteristics, land use, transportation/utilities, environment)
- Highlight features and conditions to be considered and analyzed in subsequent stages of the study process (conservation areas, development constraints, neighborhood protection)



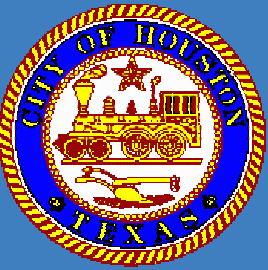
Step 2: Baseline Opportunities Analysis

- Measure land generating activities (tax base, employment, wages, valuation, development plans, etc.)
- Benchmark against similar corridors (Dallas and Portland)
- Conduct redevelopment opportunities analysis
- Estimate potential future build-out and effects of varying transportation policies and improvements



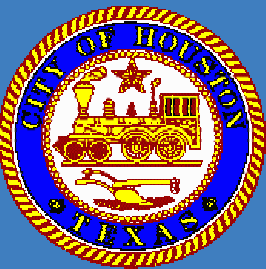
Step 3: Alternative Development Scenarios

- Small-group development scenarios workshop - Participants place alternative development/redevelopment types to distribute population and job growth
- Identify “opportunity sites”
- Identify preferred development patterns and compelling design themes
- Test development alternatives
- Identify two alternative 20-year development scenarios
- Conduct initial screening toward preferred scenario (physical development)



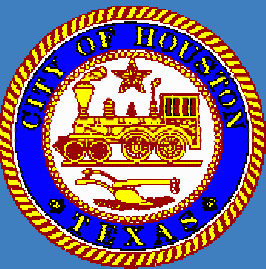
Step 4: Feasibility Analysis

- Secondary screening of two development alternatives (market viability and economic feasibility)
- Address the cost factors (infrastructure investment, acquisition, assembly, improvement, etc.)
- Determine the benefits (newly generated revenue, business opportunities, employment and wages)
- Document economic impact of two TOD scenarios factoring various transit mode alternatives
- Identify an economically preferred alternative - ratio of benefits vs. costs

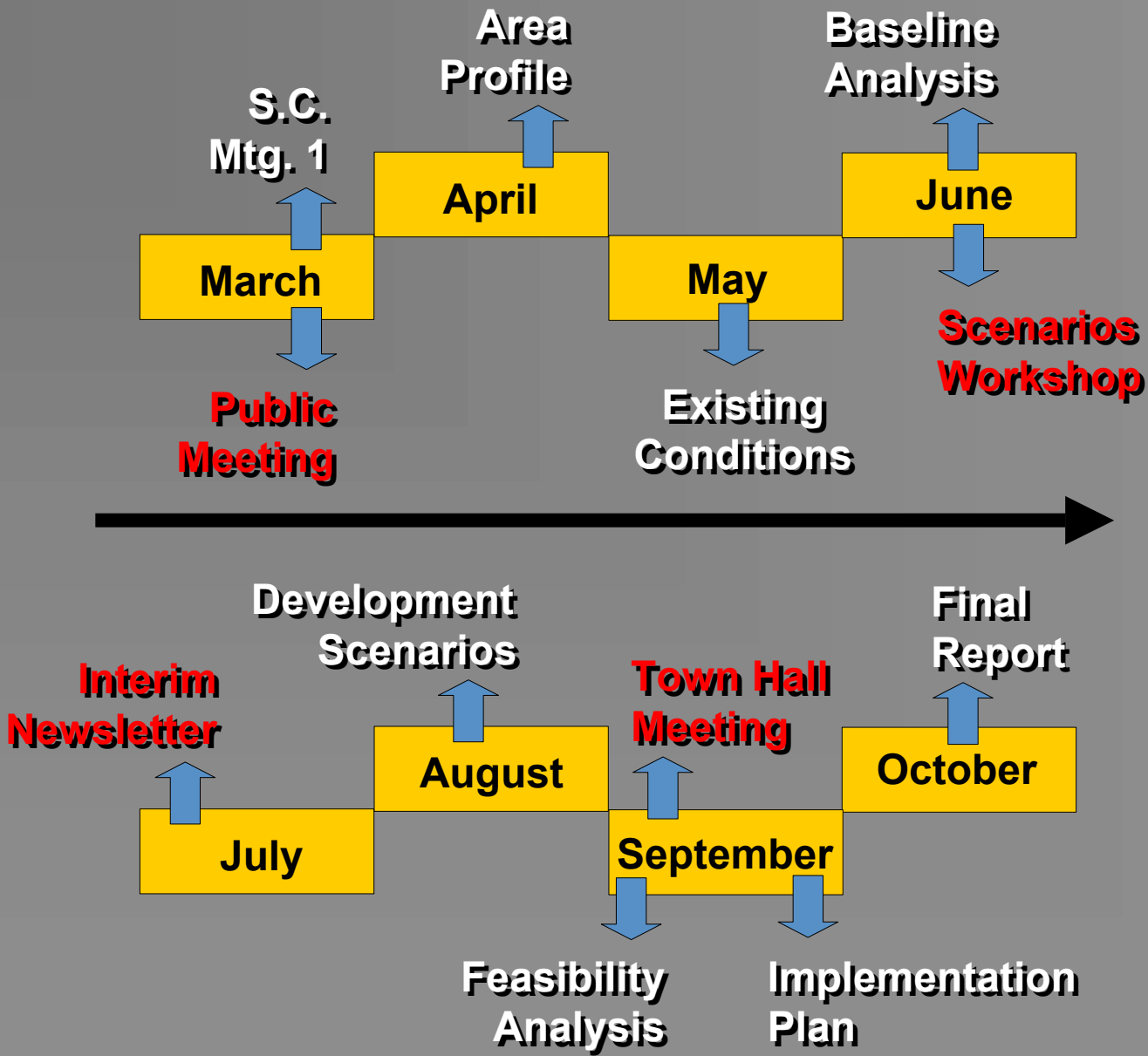
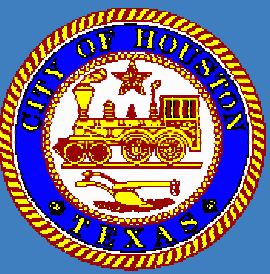


Step 5: Preferred Scenario and Implementation

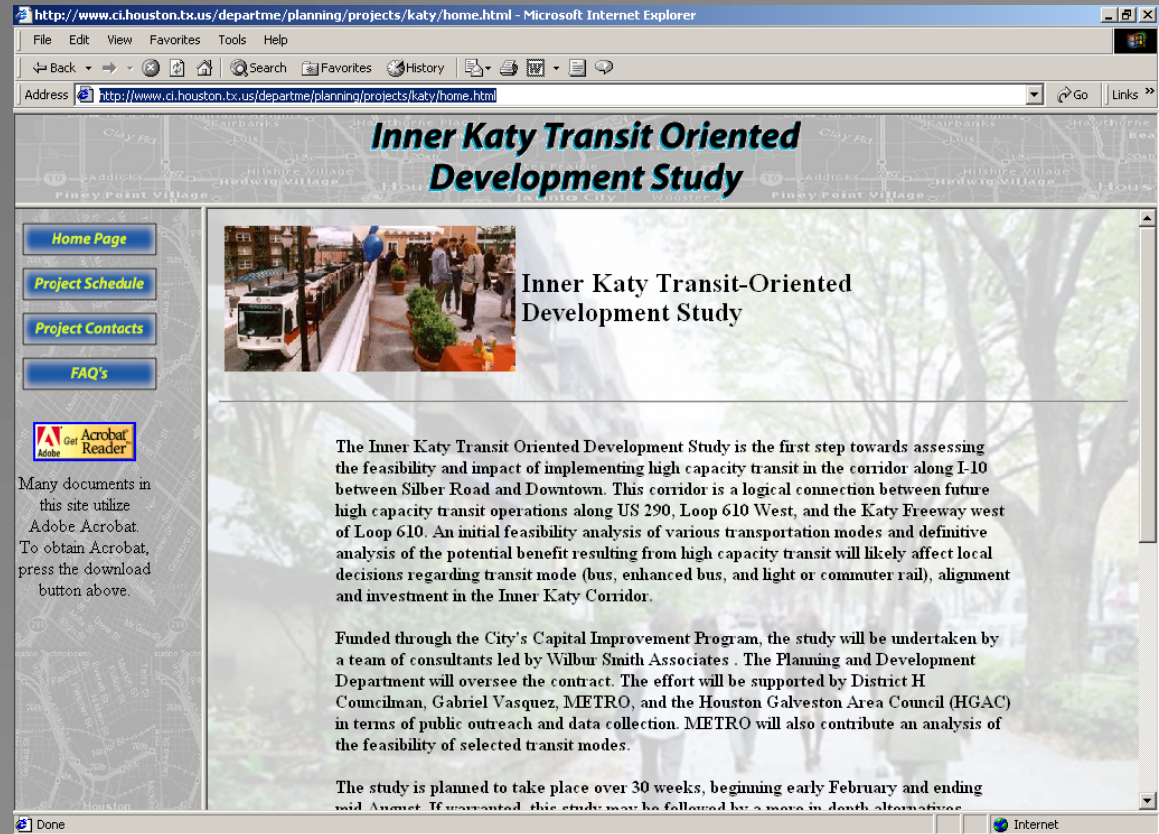
- Identify a recommended mode and alignment for high capacity transit corridor
- Consider factors such as:
 - ❑ Development/operating constraints
 - ❑ Potential ridership
 - ❑ Connectivity - transit and pedestrian
 - ❑ Neighborhood impacts
 - ❑ Infrastructure requirements
 - ❑ Space requirements
- Create implementation plan



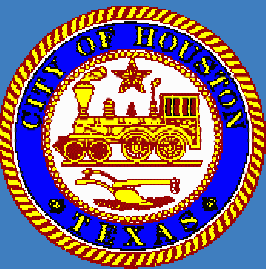
Schedule of Project Activities



Project Web Site



<http://www.houstonplanning.com>



Next Steps Beyond This Study

- Results provided to METRO for use in formulating regional plan for high capacity transit
- METRO conducts more detailed alternatives analysis study, as warranted
- This study may be used for more detailed planning efforts and to guide future development in the study area





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